

INTIMATION.



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LIMITED

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A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 25th March, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be sent to the Editor of the paper only. No anonymous contributions should be accepted. Letters for publication should be sent to the Editor of the paper only. No anonymous contributions should be accepted. Letters for publication should be sent to the Editor of the paper only. No anonymous contributions should be accepted.

P.O. Box, 85, Telephone No. 18
HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 11TH, 1907.

"Oh, to be in England, now that April's here." Yesterday it was no ill thing to be in Hongkong, for the time of the singing of the cicadas had come, and with the thermometer measuring seventy-two in the shade at eight o'clock in the morning, for those whose temperament disposes them to be glad in the sunshine, there was incentive to that "shrill, silent music" that vibrates the chords of the healthy human diaphragm. There was a purple haze, and the sea was a languorous beauty diaphanously clothed; the bleak uplands of Kowloon across the water became the shining ramparts of a Delectable Land; and the cicadas, making their hilarious debut, were insistent of the fact that the pageant of summer had begun its march. Thoughtful looking men descended from the Peak tram station, with hats tilted more loosely, and vests deceptively unbuttoned, and though habit took them straightly to their several places of business, it was easy to imagine an involuntary pause, and a regretful glance about, just before they passed under the lintel, from the sibilant open air to cloistered silence, from the piping of Pan to the figures of commerce, from fluttering fritillaries to rustling counterfoils, from sylvan verdure to silver quotations. There be prosaics who already comment that the weather is become "sticky," but not yet the time when "Nature pants, and every stream looks languid." There was energy abroad, yesterday morning, the energy that sets lambs skipping; and Zephyrus passed on the naughty whispered message of that arboreal devil—or is it a Dryad?—who so long has made it his or her business to tempt little boys to play truant. On such days as these we realize

the true sadness of age; its chief tragedy, surely, is that it makes people too old to play truant.

Some journalistic hacks, cursed with an unprofessional knack of sincerity, must often share Hamlet's lament when things seem out of joint—"oh, cursed spite, that ever I was born to set it right." Sometimes people maliciously say of surgeons that they are too fond of cutting and dissecting, and if there be in the world any creatures whom a fellow feeling should make wondrous kind, it is the people mentioned in the first three words of this paragraph. As a rule they do not love the knife; the new-paper surgeon would often prefer cases calling for ointments and arguments; as the clown is often a melancholic person, so the critic of the breakfast table may be naturally indisposed to criticize. But fate has hung a brassplate at his door, and he has to go as he is called. It is nowadays more or less of an open secret, of course, that newspapers are written by flesh and blood creatures of finite capacity; but owing to the old-fashioned fiction of omniscience, their liminal deceptions are apt to be judged by Olympian standards. To be silent is forbidden, and to speak is often to cause offence. The American Press is conducted by men on lines that are apparently deemed best in that go-ahead, money-making country, and like the Press in other lands, it gets kicks as well as half-pence. Lately, in connection with its treatment of the Tamm murder trial, it has had to endure an extraordinary diversity of criticism. President Roosevelt has brought things to a head by ordering the Postmaster-General to exclude from the United States mails all newspapers publishing details of that trial. The demand for full reports is undoubted, even among English readers, and it is difficult to settle just where to draw the line. The journalist, wooing the public is faced with the difficulty against which Ovid warned lovers. He cannot be sure whether "no" does not mean "yes"; whether the arguments for and against a certain course are of sincerity or cant, earnestly meant or just said for the sake of decorum. It is amusing to note that

"the dissemination through the medium of the public press, of the details of such sensational criminal cases, is favoured by influential bodies of ministers of religion, by the Union Federation of the Evangelical Ministers of Providence, R. I., and the Hampden Association of Congregational Clergymen at Springfield, Mass. The reason assigned for this singular decision is that the case furnished 'the greatest moral lesson of the age'."

The candid critic is obliged to express disbelief in the suggestion that many people read such matter as they would a text-book of ethics. It savours of the notorious humbug of some of Dr. Fox's prefaces. At the same time it would be unjust to say that such reports are devoid of as mere pornography. It were but honest to admit that it attracts by reason of its human interest, a true story of real life, and granted that it is universal and natural to feel curiosity as to our environment, savoury or unsavoury, it seems a little hard to blame the Press for printing what in any case is relevantly spoken in open court, and discussed and passed on from mouth to mouth, in homes as well as in public places. If civilization should ever emancipate itself from the fig-leaf modesty that is believed to be really vice culture, it will one day be more consistent, and admit that naked truth in a newspaper is no more capable of mischief than the licentious Oriental literature that is thrust into the hands of Sunday school children. The Rev. Mr. Bowdler was a much maligned man. It is possible that if Miss Nesbitt had been less ignorant, less handicapped by the conspiracy that drapes the "limbs" of pianos and ignores vital facts, she would have had less painful testimony to give. However, all this is at present merely to talk of "belling the cat"; the time and the courage and the Richard who will do it are yet to come. Meanwhile, the public should be as indulgent as it can be, and not over hastily condemn our American contemporaries, in whose motives there may have been a mixture not all so sordid. It is amusing and not uninteresting to find an esteemed Japanese contemporary denouncing them "in the interests of decency and morals," and saying:

"Better still seems to be the system in vogue in Japan, under which, not only is the curious public excluded from the court room whenever statements offensive to morals or public peace are forthcoming, but no such statements are allowed to be printed."

"These who know the vernacular newspaper of Japan, and the gratuitous lengths to which it often goes, will thrust tongue in cheek at that, and suggest the trail of the missionary. In Japan of all countries, where a sort of Elenic innocence prevailed until foreign prudery intervened, such comments are a distinctly retrograde step."

The New Territory contributed another plague case yesterday—the 10th of the season.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—
Ho Kam Tong \$50
J. W. C. Bonnet 5
A Patient 2

Gold abounds in Celebes, but the record of mining companies there tells the same story of dismal failure. One of these ventures—the Bolang Company—fared no better than the others, and made over its prospecting rights to the Bekal Company. Rumour now says that prospecting on behalf of the latter looks so promising that it will take steps to secure the whole concession.

Inspector Langley, who is more particularly known by (some) frequenters of the magistracy as "the pompan of the suit," left for England yesterday by the F. and O. S.S. Nile. The Inspector goes home on special leave which is occasioned by the necessity of undergoing an operation for appendicitis. During his absence Inspector Kerr will be in charge of Tsimshatsai station.

Three handsome up-to-date *Beauford* motor cars have been received by the Shanghai Municipal Council, and went into service on April 5th. One of the cars has been assigned to the Police force one to the Health Department and one to the Public Works Department. These cars will now enable the heads of the different departments to exercise wide supervision over their various departments.

Prince Ranjitsingh has sent the following message to the British nation, through the *Birmingham Gazette* and *Express* in response to congratulations on being officially recognised as the Jam Sahib of Nawanganar:—"God bless the Emperor King, his Empire and his People. I hope still to retain the regard, affection and esteem of my British friends and the British Public by playing the Game on another field. RAJNARSINGH, Porbandar, India."

The English Bishop in Bombay Presidency is having trouble over the question of ritual. The following is the conclusion of the Clergy's letter of protest to the Bishop:—"We feel in duty bound to state definitely that if, in spite of what we have written above, your Lordship insists upon our compliance with the directions (1) as to excluding baptised children from the Eucharist, and (2) as to no celebration of the Holy Eucharist without three communicants, we have no option but to refuse obedience."

By kind permission of Lt. Col. Price, D.S.O. and Officers, the Band of the 129th Duke of Connaught's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, this (Thursday) evening:—
March—"The Daughters of the Guard." Stuart Overture—"The Barker of Seville." Rossini Song—"Love's Old Sweet Song." Sullivan Selection—"The Gondoliers." Keler Ballad—"Alpers Lane." Keler Ballad—"In the Twilight." Cotta Selection—"Rip Van Winkle." Plaquette The Polo Galop Martin

As the old cock crows, the young one learns. At the boy's swimming matches in a provincial town in Australia two of the three competitors were sons of horse trainers, the third the son of a clergyman. As they represented rival organisations, the betting was keen, and the young sports saw their opportunity. The trainers soon agreed that it was a good thing to let the non-favourite win, and back him. They swam a good finish, a realistic finish, and were beaten, to the entire satisfaction of all the competitors, but not entirely to the satisfaction of those adherents who considering them too young for guile, had backed one or both to win.

The Socialist party organisation at Paris has established a branch in Tonkin. The members of the latter held their first meeting at Hanoi last month. Their numbers are on the increase, and they have set to work to find out how far socialist ideals can be carried out in the Colony. The head organisation at Paris has asked for reports on political and social conditions among Europeans and natives in Tonkin. Inquiry will also be made how far the labour laws in force in the parent country can be made applicable to the Colony. A socialist library will be established. The Tonkin branch will endeavour to enter into communication with the socialist party in China and Japan. Business matters are transacted by a Secretary who holds office for only six months. The post is then held by another member who, after serving a like term, passes it over to some other gentleman, the names being taken in alphabetical order.

Thus speaks the *Saturday Evening Review* the newest recruit to the procession of new publications at Shanghai:—"Yes, China needs a navy; two of them. Let her spend not 12,000,000 taels annually on constructing it, but 100,000,000 taels. Throw the money around in bunches, in bales. China's experience with a navy in the past has been of a nature to foster a keen desire for more. As all the world knows, the only use she ever had for a navy in the past was to furnish ships for other countries. Is there any reason to believe that she would not again undergo this experience? Two of the swiftest torpedo boats the Russians had in the late war—ones of them successfully escaped from Port Arthur and carried important despatches to Newchwang (the *Bowroky*)—were taken from China after the Boxer troubles. Japan has quite a number of cruisers, torpedo craft and gunboats which were built, or paid for by China, and England, France and Germany, a few. And they want more ships. Yes, by all means encourage China to build a huge navy. The bigger the better will the powers like it. It might be a good plan for China to send representatives abroad to ascertain just what types of ships the powers would like best to have."

The vocalists at the Concert arranged to be given in St Andrews Hall on Saturday evening in aid of the Y.M.C.A. Library Fund will be Mrs. Bellios, Mrs. Newborn, Mrs. M. Longridge, the Rev. M. Longridge, Mr. G. P. Lammer, Mr. H. J. Reid and the Alexandra Quartette. Miss Blair will recite a piece set to music, Miss Clarke accompanying. Mr. Joki is on the programme for violin solo. Altogether the programme contains the promise of a first-class concert.

"Is no voice going to be raised in protest against the flooding of our papers with the garbage of America? Why are we compelled to receive into our houses the loathsome story now advertised on the boards and flaunted in our faces? To pure-minded men and women who feel their responsibility for what is read in their households it is intolerable. By forbidding the paper curiosity is roused; by admitting it we defile the minds of all who touch it—our young people, our servants, yes! and ourselves, for none of us are exempt from temptation. Can nothing be done?—A Member of the Mothers' Union? in the *Guardian*. The *Nation* (New York), says:—"The facts in such a case as this notorious murder trial ought to be given to the public. They are of immense interest, psychological and moral and criminal. But as regards the unmeaning form in which they are told by witnesses, that, surely, is a place at which the scrupulous editor would wish to draw the line."

On Tuan was charged at Singapore Police Court, with having enticed away the legal wife of a fellow-Celestial. Mr. Gaunt appeared for the prosecution and asked for a postponement to the 10th instant, which was granted. He also asked that the woman be sent to the Hospital or the Chinese Protectorate. She was in the care of Inspector Hart. He had no doubt that Inspector Hart was an excellent guardian (laughter), but he thought that the Inspector would like to get rid of her. To this latter sentiment, the Inspector promptly responded, saying that he would like to get rid of her as quickly as possible. Asked where she would like to go, the woman said that she wished to go to the accused. She was a woman and not a child. She did not wish to be sent to a home. Mr. Gaunt said that he must strongly object to the woman's going to the accused, but the Magistrate said that, as there was no charge against her, he had no power to send her anywhere against her will. She accordingly rejoined the accused, who was released on bail.

SUPREME COURT.

Wednesday, 10th April.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

IN SUMMARY JURISDICTION.

CLAIM FOR MONEY LENT.
The case was concluded in which Ho Yee sued Ip Chee-po to recover \$370, money lent on December, 17th.
Mr. R. Harding appeared for the plaintiff, and Mr. Otto Keng Sing for the defendant.
Mr. Harding—I understand my friend has subpoenaed the Bank, but I don't know what evidence they are going to give.
Mr. Keng Sing—Neither do I.
His Lordship—I know what they ought to give.
Mr. E. O. Murphy, clerk in the Hongkong and Shanghai Banking Corporation, said the defendant withdrew \$1,000 from the Bank on November 23rd.
His Lordship was of opinion that there was no case for the defendant to meet, and entered judgment and costs on his behalf.

FIRE.

What might have proved a disastrous fire was discovered in the New Travellers' Hotel, Des Vaux Road, yesterday morning, but the prompt attendance of the Fire Brigade under Captain Lyons prevented it from spreading. It is thought that an oil lamp which stood on a table in the passage and which was the only light in the place was the cause of the conflagration. Be that as it may Mrs. Oliver was awakened between three and four o'clock in the morning owing to the heat and the smoke, and looking up saw the flames bursting into her apartment. Quickly the alarm was raised and in very short time the Brigade, fortunately able to get plenty of water, was playing on the conflagration. In half an hour they had succeeded in extinguishing the flames. By that time however practically the whole of the staircase was destroyed and part of the roof immediately above had collapsed. A good deal of the furniture was damaged by smoke and water, and the total loss is \$2,000. The premises are insured for \$5,000.

SECRET COMMISSIONS.

The commercial world in New Zealand has been shocked by some revelations which have been made in the course of the trial of the late master and secretary of a large charitable institution on 12 charges of fraud and false pretences connected with the funds of the institution. The evidence not only showed that the prisoner was well paid, but he was a man of some means, despite which fact he was unable to resist the temptation to rob the institution under his care. It further transpired that he had been in the habit of receiving from tradesmen who supplied the home "donations" in the shape of rebates on his private accounts amounting to as much as 25 per cent.

The grand jury made a presentment, in which they urged that the system shown to exist is demoralising to commercial life, and offers incentives to obtaining contracts by means which cannot be regarded as strictly honest. The Wellington Chamber of Commerce joined in condemning the practice, and the Attorney-General hints that it may be necessary to pass legislation similar to the English Prevention of Corruption Act, under which any person corruptly accepting or agreeing to accept any secret commission is liable to imprisonment for two years.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CONTRACT FOR HONGKONG DOCK CO.

SINGAPORE, April 10th.
The Hongkong and Whampoa Dock Co., Ltd., has secured the contract for the repair of the steamer "Netherthorn". The amount of the tender has not been announced.

[REUTERS' SERVICE.]

THE KING'S TOUR.

LONDON, April 8th.
King Alfonso and several of his ministers have started for Cartagena. Owing to the condition of the Queen of Spain, their departure was deferred to the last moment, and they will return immediately after an interview with the King.

LATER.

King Alfonso has appointed King Edward Captain General of the Spanish army, as a token of sincere friendship.

THREATENED STRIKE IN PARIS.

LONDON, April 8th.
A gigantic food trades strike is being organised in Paris; the date of the strike is a secret. The Government is prepared to take strong repressive measures.

ACCIDENT TO H.M.S. "TRAFALGAR."

LONDON, April 8th.
The battleship "Trafalgar" ran on the rocks at Devil's point, Devonport, but has been towed off.

CHINESE PLACE NAMES.

A USEFUL COMPILATION.

In the spring of 1906 a joint Commission of the Chinese Imperial Post and the Imperial Telegraphs was formed at Shanghai for the purpose of systematising the romanisation of names of places in China. One essential condition was that the names so settled should be suitable for telegraphing, and this precluded the use of hyphen, aspirates and diacritical marks. Subject to this restriction, the system followed, has been in the main, the Nanking syllabary as given in Giles' Dictionary, except for Kwangtung and a portion of Kwangsi, and partly for Fukien. Where in the north the southern *ts* or *ts* has been substituted for the local *ch* (as in Peking, Tientsin, Tsinan, etc.), it was considered that a special rule for pronouncing the letters would allow the romanisation of non-English-speaking people to be met as far as possible. The settled forms of names of places long connected with Foreign trade have been left generally unchanged; but the same respect has not been shown to the eccentric spelling of the writers on the Taiping Rebellion or of the railway engineers who have surveyed so much of the country in the past few years. The romanisation as now settled will not satisfy sinologists, but it is designed to provide a settled form for the use of correspondents writing or telegraphing to places in the interior, with the certainty that, in copying faithfully a postmark or letter-head, their communications will reach the place indicated, and will not be sent elsewhere. Where other means of distinguishing places have failed, an abbreviation of the name of the province has been suffixed. A list of these abbreviations, as well as of the post offices in the Empire, has just been published by the Inspector-General of Customs (Statistical Department) at the remarkably cheap price of twenty-five cents. It is a book that should be found useful in many ways in many offices, particularly as a gazetteer of China.

PRINTING WITHOUT INK.

There are gloomy times in store for the maker of printing-ink, according to a writer in the current *Strand Magazine*, for in the near future science is to place the printed word before our eyes by a process in which ink will not figure. The magazine quoted reproduces a page from a book printed in the new typography, and the effect is remarkably good. The experimenter, Mr. E. K. Davenport, states that "the constituents for the blackening of the portions impressed by the metal were contained in the paper, which was made from Newfoundland pulp." Plainly, the invention is far from being perfect from a commercial standpoint; but what a field for economy in the production of new papers alone such a discovery opens to view! It is said that three-half-pence worth of solution will saturate a hundredweight of paper. If different solutions are found to produce different colours under the electric shock the doom of the ink-makers is amongst the portents in the sky.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 10th at 11.55 a.m.—The barometer has fallen considerably in S. Japan, owing to the depression, which is now moving Eastwards in the neighbourhood of Korea Straits. Except over the E. coast where a slight increase of pressure has occurred, the barometer is inclined to fall again over China. Gradients continue slight in the South, and light variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-morrow is as follows:—
Hongkong & Neighbourhood { Variable winds, Night; fair.
Same as No. 1.
Formosa Channel { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Lamecks { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Hainan { Same as No. 1.

PIRATES CAPTURED IN HONGKONG.

Piracy is not so romantic in the olden days. Whether it be that the pirates suffer from the degeneration which is said to have overtaken so many of the human race or not, at any rate there is no gainsaying the fact that they are not now the picturesque figures that they once were. Indeed, they are usually most uninteresting men and were it not that their manner of living does not commend itself to the community they would attract little notice. More unlikely looking pirates could not be seen perhaps than the ten dirty unkempt Chiamen who after lurching in the dock at the Magistracy stood up yesterday to face Mr. Hazeland when they were stated to be men concerned in the piracy of two junks up the West River rather more than a week ago.

It appeared that on that occasion the two fishing junks were attacked by the robbers who put the crew in subjection and sailed down the river. After about seven days they put the crew ashore near Maao, from which place the men ultimately made their way to Hongkong and reported to the police what had happened to them. They added that they were certain the pirates were in Hongkong and sure enough search led to the two junks being found at Samshui. The ten men on board were arrested and after appearing before his Worship were remanded. It is believed that the Chinese Government will apply for their extradition.

Probably emboldened by the success which attends their lawless raids in the Kwangtung Province, the Chinese pirates are going further afield. They are actually appearing in Hongkong harbour, and it is more than likely that had the band which entered the port on Monday not been captured promptly, some deed of violence would have resulted in our immediate neighbourhood. On the day in question the water police were informed by two native sea men of the capture of two junks—each having a "tonnage" of 600 piculs and carrying a crew of ten men—on the West River. The junks are valued at \$1,000 apiece, while the clothing and jewellery aboard at the time is stated to be worth \$200. The pirates are alleged to have boarded the junks from sampans, covered the crew with rifles, and then put them in the hold where they were detained for seven days and afterwards landed. Then the rascals brought the vessels on to Hongkong, appearing in the harbour as peaceful traders. They ignored the fact, however, that a search from such of the captured junks had escaped during the affray on the West River. These men, it appears, came to Hongkong, and reported the occurrence, therefore the Police were on the lookout. That skilled officer, Detective Sergeant Wilson, was among the number on the watch for the pirates, and "from information received" he was successful in apprehending them at Samshui. There he captured ten men, all said to be West River cut-throats, and found that they had taken out licenses for both junks. The men are at present charged with "bringing stolen property into the Colony."

A PRACTICAL DYER.

During the hearing of an action before His Honour the Puisse Judge in the Supreme Court yesterday, Mr. Stevenson (of Messrs. Deacon, Looker and Deacon) proceeded to examine a witness concerning the dyeing business. He asked—"You're a dyer in this firm and dye cloth?—Yes.
What do you pay for dye?—I don't know. If you want to know that at once, go and ask the accountant.
But you're a practical dyer?—Yes, I'm a man of thirteen years experience.
And you don't know the price of dye?—No, it's not my business to know the price or value of things. I'm there to obey orders and dye clothes not to inquire about the value or price of goods on the premises.
Well, if you wanted to dye your clothes, what would you pay for enough dye to dye them?—I wouldn't pay anything. I'd use my master's dye.
His Lordship—I suppose you would.

A GRUESOME DISCOVERY.

Early yesterday morning a lakong on duty in Des Vaux Road was surprised to find a trunk lying near the roadside. "Thinking that some burglar had left it there, the lakong took it to No. 7 Police Station where a European officer opened it. They found that it contained the body of a little boy who had died from smallpox."

THE FAR EAST.

RUSSIA'S ALTRIED POSITION.

The St. Petersburg *Telegraph* throws a striking light upon the changed and weakened position of Russia in the Far East with regard to the transport of troops in Manchuria. It is reported that the Ministry of War was about to send out to Vladivostok a great quantity of guns a few days ago, and that all the preparations therefore had been made, when the authorities were met unexpectedly by an unexpected hindrance. It appears that Russia no longer has the right to transport troops or war material by means of the Eastern China Railway, which, although it is still in Russia's hands, was declared to be international after the Portsmouth Treaty, and that the railway can be used by Russia only for the purpose of sending out fresh troops to take the place of those already stationed in the Amur and Ussuri Territories. Therefore, Russia is connected now only by sea for the purpose of supplying its military needs in the Far East. Thus it may be asked, in this state of affairs an unexpected result of the Portsmouth Treaty, or has Russia to face here an unknown and secret clause of that Treaty?

ENTERTAINMENTS

NEW ADVERTISEMENTS

BARRETTO & CO., Agents.
Hongkong, 1st April, 1907 688

Hongkong, 29th March, 1907. 687

Hong Kong, 20th March, 1907. Acting Secretary.
608

Hongkong, 5th April, 1907. 714

of such Memorandum, and to have full knowledge thereof. 694

Dated this 2nd day of April, 1907. 734

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1906
217,837,112.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 857,500
II. FIRE FUNDS... 3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 11th July, 1906. 1349

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August, 1906. 29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1907. 114

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.
(FIRE AND MARINE INSURANCE COMPANY.)

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.
LUTGENS, EISENMAN & Co., Agents.
Hongkong, 1st January, 1907. 121

TO LET

"LEWKNOR," No. 116, PEAK. (the site of Mr. M. W. SLADE, from this date to end September.)
Apply—
GILMAN & CO.
Hongkong, 10th April, 1907. 300

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT.
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET

NO. 8 GRANVILLE AVENUE, Kowloon.
No. 1, EAST AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 21st March, 1907. 676

TO LET

POSSESSION FROM 1st APRIL NEXT.
2 SEMI-ATTACHED HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.
Apply to—
CHUNG CHINAM,
Yau On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. 482

TO LET

NO. 6, AUSTIN AVENUE, KOWLOON.
Possession 1st April, 1907.
Apply—
COMPRADORE'S DEPARTMENT,
E. D. Sassoon & Co.,
Hongkong, 19th March, 1907. 509

TO LET

OFFICES in King's Building and York Building.
A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1907. 191

TO LET

NO. 6, LYEMOON VILLAS, Kowloon.
Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
"LYEMOON"
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. 241

TO LET

NO. 23, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 235

TO LET

IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 19th February, 1907. 94

TO LET

NO. 1, WEST END TERRACE, Shamoon, Canton.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1907. 191

TO LET

"SUMMER HOUSE," Mount Kellett, the PEAK, Partially Furnished.
Possession from 1st April, 1907. Low Rent.
Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central.
Hongkong, 8th March, 1907. 539

TO LET ON LEASE

FROM 1st JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th October, 1906. 101

TO LET

IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PEAK.
Apply to—
JAVA-CHINA-JAPAN LUN,
York Buildings.
Hongkong, 22nd January, 1907. 254

TO LET

FROM 1st MARCH, 1907.
NO. 3, CARNARON VILLAS, and No. 6, ROCHELLE TERRACE, Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West.
Hongkong, 1st February, 1907. 324

TO LET

"GLENWOOD," CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.
"BANGOUR," PEAK.
"CLOVELLY," Peak Road (Partially Furnished).
BUNGALOW at Breezy Point with Tennis Court.
BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.
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No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 22nd March, 1907. 1102

TO LET

NO. 31, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown.
Apply on the Premises.
Hongkong, 20th March, 1907. 610

TO LET

"DUNHEVED," 33, Robinson Road, or No. 27 and 31, SEYMOUR ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91, GODOWN PRAYA EAST.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. 103

TO LET

2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 3rd January, 1907. 137

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1907. 192

TO LET

2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. 105

TO LET

IN ALEXANDRA BUILDINGS Small Office on Second Floor.
Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. 150

OFFICE TO LET

ONE ROOM in Prince's Buildings from 1st February. Rent \$50 per month.
Apply—
REUTER, BROCKELMANN & Co.,
Prince's Buildings.
Hongkong, 29th January, 1907. 269

TO LET

A 3-ROOM HOUSE, 13, McDONNELL ROAD, Commanding Good View of Harbour, with fine Tennis Lawn.
Apply to—
DR. HO KAI,
23A, Des Voeux Road.
Hongkong, 5th April, 1907. 716

TO LET

NO. 4, OBSERVATORY VILLAS, Kowloon. Five Rooms; Electric Light; Tennis Court etc.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 3rd April, 1907. 700

TO LET

NO. 1 and 5, ORMSBY TERRACE, Granville Road, Kowloon. Moderate Rentals.
Apply to—
SPANISH PROCURATION,
Hongkong, 4th March, 1907. 504

TO LET

NO. 23, WYNDHAM STREET.
Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 23rd February, 1907. 471

AUSTRALIAN IRON.

The successful establishment of the iron manufacturing industry in their midst has long been the cherished desire of the Australian people, and its realization has been brought within measurable distance by the contract entered into by the Eschbank Iron Works near Lithgow, with the New South Wales Government for the supply of all steel and iron required for State purposes during the next seven years. Although there are extensive deposits—frequently of great richness—of iron distributed throughout the Commonwealth, the use of the metal was unknown to the aborigines; who were content with tools and implements fashioned from wood or stone. The existence of iron ore of various kinds was ascertained in the early days of the settlement, but nothing was done for many years in the way of utilizing them, yet the deposits have been officially estimated as containing 53,317,000 tons of ore. The chief deposits are at Caracore, where they are estimated to contain 3,100,000 tons, and at Cadia, where the quantity is set down at 39,000,000 tons; the ores in the former locality contained rather a high percentage of phosphorus, while at Cadia the product is impregnated with sulphur and copper. At present the only works in the Commonwealth for manufacture of iron from the ore are situated at Eschbank, near Lithgow, in New South Wales, where red siliceous ores averaging 22 per cent. of iron, and brown hematite yielding 50 per cent. of metal, have been successfully treated. Abundance of coal and limestone is found in the neighbourhood. Recently considerable quantities of iron ore have been raised from the deposits situated in the Marulan, Picton, and Caracore districts, and dispatched to the smelting works at Daplo and Cuckale Creek, where they have been used as flux, the gold contents of the ore helping to defray the extra cost of railway carriage. The total raised in 1903 was 22,120 tons, valued at £15,834 and up to the end of that year 61,475 tons, valued at £49,422 had been obtained. A considerable quantity of iron ore is also raised each year and used for flux, while there is also an export, usually of small dimensions, but amounting in 1903 to 1,103 tons, valued at £1,181. In Queensland the principal deposits occur in the Northumberland and other islands between Rockhampton and Bowen, at Mount Lucy in the Herberton district, at the Iron Mountain in the Kowanyan Hills, and at Mount Leveah in the Cloncurry district. During 1903, 9,908 tons of ore valued at £3,852, were raised, chiefly in the Herberton district, for use as a flux in smelting. Large deposits are found in South Australia, the most important being those at the Iron Knob and Iron Monarch Mines, situated about 40 miles west of Port Augusta. The ore contents of the Iron Monarch are estimated to be 20,000,000 tons. In 1903, 33,359 tons were obtained from the deposits at Iron Knob and used as the Broken Hill Proprietary Company's reduction works at Port Pirie. In Tasmania, notwithstanding the huge deposit of iron ore at the Blythe River, the production has not been great, and in 1903 only 9,320 tons, valued at £2,300, were raised, the greater portion of which was shipped to New South Wales for fluxing purposes. During 1901, the deposit was tested by tunnelling, and found to maintain its size and quality, and it is estimated to contain 17,000,000 tons of ore. It was proposed to ship the ore to Sydney, and smelt it somewhere on the seaboard, but the contract with the Eschbank Works to manufacture steel and iron principally from local ores has prevented the realization of the project. The deposits in Western Australia are widely distributed, the most important being those in the watershed of the Murchison River; but, owing to their geographical position, they are at present, practically valueless, the only iron raised being for smelting purposes, the production in 1903 being 230 tons, value £88. The various engineering, galvanizing-iron works, iron works, and foundries in the Commonwealth in 1903 employed a total of 16,636 hands. This does not include those in other establishments in which metal industries are carried on. As showing the possibilities of local iron manufacturing industry, it may be mentioned that during 1903 the import iron and steel into the Commonwealth amounted to 3,067,917 cwt. valued at £1,433,000.

A MUCH TALKED OF LOAN.

The *Westminster Gazette* of March 9th says:—The prospectus of the Japanese Loan, of which we were able to give some particulars in our later editions of yesterday, is much on the lines anticipated. The total of the Loan is 23 millions in 3 per cent. at the issue price of 94. Half the amount is offered in London and the other half in Paris. As is pretty well known, the proceeds of the issue are to be applied to the redemption of the Six per Cent. Sterling Loans issued in London and New York, amounting together to 22 millions. The principal of the new Loan is repayable at par in 1947, but the Japanese Government reserves the right to redeem after March 1922 on giving six months' notice. Installments are spread over the next five months, but each payment in full may be made on allotment under discount at the rate of 3 per cent. per annum. With regard to the existing six per cent. bondholders, a special form of application is provided, under which the application money will have to be paid as in the case of new subscriptions, but payment thereafter can be made by exchanging the old bonds for the new.

The immediate effect of the issue of the Japanese prospectus is to cause a fall of 1 in the price of the six per cent. Loan, which the new bonds are intended to repay. Just before the prospectus appeared, Japanese Sixes of the First and Second Series were standing at 103, from which they promptly fell to 103. Of course, these old bonds are now practically short-dated bills. Coupons of 5 per cent. each are due on April 5 and October 5, and the Loan is repayable at par—i.e., £100. Therefore the man who buys 103 for the bonds on March 14, the next account day, will receive altogether £105 14s. by the time the issue is paid off on October 5, the 6s. being allowed for income-tax on the 4s. coupon. The bonds have 205 days to run, and when everything is taken into account the yield upon them work out to about 4 1/2 per cent. on the money invested.

There has been a great rush for prospectuses of the New Japanese Loan, but the premium on the price of issue is only quite fractional, and there is much difference of opinion as to whether the applications will be on anything like so large a scale as has been the case with previous issues. There has recently been an appreciable decline in the price of existing Japanese Loans, but still the quotations are well above the prices at which they were issued, with the exception of the Four per cent. of 1903, which were issued at 90, and now stand at about 84 1/2. For example, the Sixes are only a trifle over 103, to compare with the price of issue of 94, while the 5 and 6 per cent. series, which stand at the same price, were offered at 90. Then, again, the two series of four and a half per cent., raised in 1905 at the price of 90, are now about 84 1/2. It will be noted that the unissued balances of the four per cent. Loan has been cancelled.

SOCIALISTS AND THEIR CREED.

A group of Socialist philosophers, including Mr. Keir Hardie, Mr. Philip Snowden, and others who put after the reputation of Karl Marx and M. Jaurès, are issuing a sort of expanded creed of Socialism for England. Their arguments are chiefly questions. "If the State manages the Post Office why should the municipality not become both wholesale and retail trader in bread, furniture, or any other department of trade? One reason is that the world and its society are already created. It is, of course, open to anybody to regret that he was not consulted when protoplasm first developed, when law and institutions emerged, but a philosopher should, at least, be able to see that the absence of his valuable advice at the asexual crises in human progress is a fact which there is no altering. To interfere with the organism would be as mad and deadly a trick as Medea's slicing up of the old man and putting him into a cauldron with a view to restoring his youth. But it is something to know on their own reasoned assertion, that the English school of Socialists deliberately intend to prolong the nation's life in this way. They mean to make each municipality a Trust, all affiliated to the giant Trust of the State. The individual energy, interest, ambition, which have made the nation, as they make the salt of life, are abhorrent to them, as are personal charity and unforced kindness to neighbours. Desiring a world in which no one shall be anything, they would obtain one in which everyone would be nobody. These leaders of Socialism are now openly proclaimed as revolutionaries. They can only begin their campaign with theft, they would end it in national bankruptcy.—*Globe*

RAND CHINESE.

Mr. Jamieson's annual report as superintendent of Chinese labour in the Transvaal has been issued. He points to some of the difficulties of administration, and states that where the men in charge of compounds are corrupt the mine managers are helpless, being unable to communicate with the labourers except through these men. In such circumstances a coolie would have no chance of presenting a grievance. The average number of labourers employed in the year which ended last June was 47,497, and there were 13,332 convictions for offences. As a whole, Mr. Jamieson regards the Chinese as law-abiding. No attacks on women have even been proved, but the coolie cannot be acquitted of deliberate murder of his fellow-countrymen often in aggravated circumstances of cruelty. The great predisposing cause of all Chinese crime on the mines, Mr. Jamieson says, is gambling, with its resultant debt, applied to a lesser degree by illicit traffic in opium. He expresses regret that the conduct of many white men in the Transvaal is lowering the Chinese opinion of the white man's integrity.

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SHIPPING.

ARRIVALS.
BRECONSHIRE, British str., 3,696, J.M. Tomlinson, 9th April—Shanghai 6th April, General—Shewan, Tomes & Co.
CHANGHAI, British str., 2,300, C. Plunkett, 9th April—Japan 4th April, General—Butterfield & Swire.
CLARA JERMAN, German str., 1,103, Jons Swensen, 10th April—Saigon 5th April, Rice—Johnson & Co.
HANOI, French str., 751, Morless, 9th April—Haiphong 4th, and Hoihow 8th April, General—A. R. Marty.
HELANA, German str., 1,531, W. Metzenthin, 9th April—Saigon 4th April, Rice—Hamburg-Amerika Linie.
HINSANG, British str., 1,536, Welsh, 9th April—Mojit 4th April, Coal—Jardine, Matheson & Co.
HONGKONG, French str., 749, E. Correll, 10th April—Haiphong and Hoihow 9th April, Rice and General—A. R. Marty.
HOPKING, British str., 1,350, Jas. M. Hay, 9th April—Saigon 5th April, Rice and Paddy—Jardine, Matheson & Co.
HUCHOW, Brit. str., 10th April—Canton, KONG WAI, German str., 1,171, T. Kohler, 9th April—Bangkok 1st March, Rice and Teakwood—Butterfield & Swire.
KRENSHAW, Norwegian str., 860, O. Hansen, 9th April—Saigon 4th April, Rice—Angard, Thomsen & Co.
KWANGLOO, Chinese str., 1,618, E. Lincoln, 10th April—Shanghai 7th April, General—Chinese.
MANDIAN MARU, Japanese str., 4,521, 1st March, 4th April—Kutchinotzu 4th April, Coal—Mitsui Bussan Kaisha.
MANILA, German str., 1,038, J. Misen, 10th April—Sydney 12th March, General—Melchers & Co.
MICHAEL MARU, Japanese str., S. Natsuno, 10th April—Mojit 4th April, Coal—Dodwell & Co.
SHANTUNG, British str., 1,825, J. Robinson, 10th April—Saigon 5th April, Rice—Butterfield & Swire.
SUMA MARU, Japanese str., 2,204, H. Yamaguchi, 10th April—Saigon 3rd April, Rice—Gibson & Co.
YCHOOW, British str., 1,409, Brown, 9th April—Haiphong 5th April, General—Butterfield & Swire.

CLEARANCES

At the Harbour Master's Office.
 April 10th.
Kapard, Norwegian str., for Kobe.
Koyon Maru, Japanese str., for Saigon.
Kwanglo, Chinese str., for Canton.
Victoria, Swedish str., for Saigon.
Yochow, British str., for Canton.

DEPARTURES

10th April.
BANGKOK, German str., for Bangkok.
CHIRPING, British str., for Swatow.
GREGORY APEAR, British str., for Shanghai.
HAICHING, British str., for Swatow.
HAILEN, French str., for Hoihow.
HANGKANG, British str., for Canton.
KENT, H.M.S. cruiser, for Miss Bay.
KWANGLOO, British str., for Chiofo.
KWONGHONG, British str., for Shanghai.
NILE, British str., for Singapore.
P. E. FRIEDRICH, German str., for Shanghai.
PITMANHOLK, German str., for Swatow.
QUARTA, German str., for Saigon.
SURVIA, German str., for Singapore.
WURU, British str., for Saigon.
YANGTZE, British str., for Kutchinotzu.
ZIETEN, German str., for Singapore.

VESSELS IN DOCK.

April 10th.
A. BEKIDEN DOCKS.—
KOWLOON DOCKS.—
SORONG, Z. Y. de Aldeco, Tjilatjap, Chingta, Lungking, Huiwan, U.S.S. Calico, Nanshan, Empress of India, St. Knock, S.M.S. Tsingtau.
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Agents.
 Hongkong, 8th April, 1907. 538

COMPAGNIE DES MESSAGERIES MARITIMES.

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 Hongkong, 9th April, 1907. 2

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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LONDON & ANTWERP.	EMPIRE	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	POLYNESIE	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SENKONIA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	P. R. LUTFELD	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	BELOGRADIA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	BRISGAVIA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SEGOVIA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	PERSEA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	RHENANIA	Brit. str.	—	—	—	On 20th inst., at Noon.
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LONDON & ANTWERP.	EMPEROR OF CHINA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	ATHENIAN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	LYRA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	KAKAO MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	POKKA MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	CHANGSHA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	MANILA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	EMPIRE	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	PEINZ WALDENHAR	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	TUJODAS	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	KWONGSANG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	HONGKANG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	POKKA MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SOSU MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	KWILIN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	THIRISTE	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SENEGAMBIA	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SALAZIE	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	HANGCOW	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	DELHI	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	KUISHANG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	DAYERN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	HOHENSTAUFEN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	SIAM	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	MASAN MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	FOKUSU MARU	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	HAITAN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	LONGSANG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	ZAFIRO	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	RUBI	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	KAIYONG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	BORNEO	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	MADAG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	ISTOK	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	JAPAN	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	FOKUSANG	Brit. str.	—	—	—	On 20th inst., at Noon.
LONDON & ANTWERP.	CARPI	Brit. str.	—	—	—	On 20th inst., at Noon.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"SIBERIEN"	About 19th/20th April
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"DOROTHY"	About Beginning of May
SHANGHAI, CHINGWANGTAO, YOKOHAMA AND KOBE	"SIAM"	About First Half of May

For Further Particulars, apply to

MELCHERS & CO.

AGENTS.

Hongkong, 30th March, 1907. 9

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	Fraser	Manila	On 13th April, Noon.
RUBI	2540	R. Almond	Manila	On 26th April, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 3rd April, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ALBENGA" ... On or about 12th April.

S.S. "ATHOLL" ... On 20th April.

For freight and further information apply to

SEEWAN TOMES & CO.

GENERAL AGENTS.

Hongkong, 4th March, 1907. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA SWATOW & NINGPO

"KWONGSANG" Friday, 12th April, Noon.

"HANGSANG" Friday, 12th April, 4 P.M.

"LOONGSANG" Friday, 12th April, 4 P.M.

"FOOKSANG" Tuesday, 16th April, 3 P.M.

"MAUSANG" Friday, 19th April, 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

↑ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

GENERAL MANAGERS.

Hongkong, 10th April, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
LYRA	4,417	H. C. Armstrong	On 16th April
SHAWMUT	9,606	E. V. Roberts	On 8th May

↑ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 4th March, 1907. 7

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These

have very large cabins, provided with ONLY LOWER BERTHS. The cabins are

very large and airy, with fans. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at

NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be

had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOHENSTAUFEN ... 1st May

SILESIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHENANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN,

SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAVRE, & HAMBURG

* RHENANIA ... 3rd May

HOHENSTAUFEN ... 29th May

SILESIA ... 12th July

SCANDIA ... 8th August

HABSBURG ... 6th September

* Calls at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SENEGAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th April

HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd May

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and

Persian Gulf Ports.

BELOGRADIA ... HAVRE & HAMBURG ... 19th April

RHENANIA ... NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG ... 3rd May

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, POONA and YOKOHAMA.	DELTA Capt. A. Vio	About 12th April	Freight and Passage.
SHANGHAI	DELTA Capt. J. D. Andrews	About 19th April	Freight and Passage.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELTA Capt. C. L. Daniel	Noon, 20th April	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA" On 11th April, Noon.	
SHANGHAI	"KWEILIN" On 13th April, 4 P.M.	
CEBU and ILOILO	"KAIKONG" On 16th April, 4 P.M.	
CHEFOO and NEWCHANG	"NANCHANG" On 16th April, 4 P.M.	
SHANGHAI	"HANGCHOW" On 19th April, 4 P.M.	
SHANGHAI	"KIUKIANG" On 20th April, 4 P.M.	
SHANGHAI	"SHIAOSHING" On 25th April, 4 P.M.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

Hongkong, 9th April, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPIRE LINE" Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER
R.M.S. "EMPIRE OF CHINA" 6,000 Tons	Thursday, 11th April	29th April
"ATHENIAN" 3,852 "	Friday, 12th April	30th April
"EMPIRE OF INDIA" 6,000 "	Saturday, 13th April	1st May
"MONTEAGLE" 6,163 "	Sunday, 14th April	2nd May
"EMPIRE OF JAPAN" 6,000 "	Monday, 15th April	3rd May
"TARTAR" 4,425 "	Tuesday, 16th April	4th May

"EMPIRE" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the C.P. NEW PALATIAL "EMPIRE" Steamships. 14-500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 282. Intermediate on Steamers 240, " " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZREGENTLUIGOLD" Capt. H. KIRCHNER	Wednesday, 24th April
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"BAYERN" Capt. P. MILTZLAFF	About Wed., 24th April
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. J. MINNSEN	Thursday, 25th April at Noon
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Wednesday, 1st May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von SENDEN	About Friday, 3rd May

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SOSHU MARU" Capt. T. SUGIURA	SATURDAY, 13th April, at 9 A.M.
* TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 14th April, at 9 A.M.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDNESDAY, 17th April, at 8 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th April, 1907.

T. ARIMA, Manager.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.

VESSELS ON THE BERTH THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR EASTAFRICA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 20th April at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the B.M.S. "ARABIA," due in London on 2nd June, 1907.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th April, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS will be sent to Valparaiso if sufficient indorsement.

Steamers Tons To Sail.

"KASATO MARU" 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,
York Building.

Hongkong, 26th March, 1907.

"GLEN" LINE OF STEAM SHIPS.

FOR LONDON, ANTWERP AND HAMBURG VIA SUEZ CANAL.

THE Steamship

"GLENSTRAE."
Captain J. McGillicuddy will be despatched as above on THURSDAY, 25th inst.

For Freight, apply to

McGREGOR, BROS. & GOW.

Hongkong, 5th April, 1907.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

1907

S.S. "MONTROSE" 17th May.

For Freight and further information, apply to

DODWELL & CO. LD.

Agents.

Hongkong, 6th April, 1907.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA and SINGAPORE.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS:

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 4th April, 1907.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, Tuesday.

JARDINE, MATHESON & Co.

Agents.

Hongkong, 4th April, 1907.

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP AND STRAITS.

THE Steamship

"MERIONETHSHIRE"

Captain Birch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Owing to the steamer having encountered heavy weather and sustained damage, a General Average has been incurred. Consignees of Cargo will therefore have to sign the General Average Bond lying at the Office of the Undersigned before their Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.

Agents.

Hongkong, 4th April, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHERS & Co.

Agents.

Hongkong, 9th April, 1907.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

CARLOWITZ & Co.

Agents.

Hongkong, 5th April, 1907.

SHIPPING IN PORT.

STEAMERS.

ASKOLD, Russian cruiser, 6,500, Gleisian, 4th April—Saigon 3rd April.

BLACKHEATH, British str., 1,719, Sherborne, 28th March—Geraldton, W.A., 12th March, Sandalwood.—Order.

CANTON MARU, Japanese str., 1,998, S. Hira, 7th April—Moji 31st March, Coal—Chinese.

CAPRI, Italian str., 4,193, G. Boladti, 5th April—Bombay and Singapore 17th and 23rd March, General—Carlowitz & Co.

CARLTON, British str., 4,042, T. D. Adams, 8th April—Barry Docks 22nd Feb., Coal—Naval.

CASPI, Norwegian str., 775, Alaf Haakanson, 8th April—Langkat (Sumatra) 27th March, Kerosine oil—Geo. McElin.

CHINGTUNG, British str., 1,459, W. B. Brown, 24th March—Australia via Ports 25th Feb., General—Butterfield & Swire.

CHINKIANG, British str., 1,329, Robertson, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.

CHIYEN, Chinese str., 177, C. Stewart, 6th April—Shanghai 3rd April, General—C. M. S. N. Co.

DAPHNE, German str., Schipper, 8th April—Saigon 4th April, Rice—East Asiatic Trading Co.

DERWEY, British str., 1,563, Jenkins, 8th April—Saigon 4th April, General—Chinese.

FANTON HALL, British str., 2,775, Raymond Harris, 9th April—Barry 21st Feb., Coal—Government.

F. SONZUA, American str., 585, Pablo Gaiweli, 8th April—Manila 5th April, Sugar—Order.

EMPEROR OF CHINA, British str., 3,040, R. Archibald, R.N. 11th March—Vancouver, B.C., 20th Feb., Mails and General—C. P. R. Co.

EMPEROR OF INDIA, British str., 3,032, E. Beetham, 8th April—Vancouver B. C. 19th March, Flour and General—C. P. R. Co.

FOOK SANG, British str., 1,987, W. E. Saver, 5th April—Jangkar via Soerabaya (Java) & Probolinggo 26th March, Sugar—Jardine, Matheson & Co.

HAIMON, British str., 336, A. J. Robson, 6th April—Swatow 5th April, General—Douglas, Lapraik & Co.

HANGSANG, British str., 1,356, S. Wilde, 9th April—Shanghai and Swatow 8th April, General—Jardine, Matheson & Co.

HONGKONG, British str., 1,217, E. Forsyth, 6th April—Tientsin via Chiofo, Wei-hai-wei and Swatow, 29th March, General—Butterfield & Swire.

HU SHI, British str., 1,204, H. Mathias, 5th April—Saigon 31st March, Rice—Butterfield & Swire.

INTOK, Austrian str., 1,850, Tiesse, 9th April—Bumby via Singapore 21st March, Cotton and Yarn—Sander, Wieler & Co.

KIYEI MARU, Japanese str., 1,195, S. Sonaka, 7th April—Moji 31st March, Coal—Mitsui Bussan Kaisha.

KWEI-RO, British str., 1,044, Dowson, 8th April—Amoy 6th April, Ballast—Butterfield & Swire.

KYOTO MARU, Japanese str., 2,644, N. Wakai, 8th April—Moji 2nd April, Coal—Walton & Co.

LOONGSANG, British str., 1,128, A. J. Smith, 8th April—Manila 5th April, General—Jardine, Matheson & Co.

LOTHIAN, British str., 3,911, J. C. Williamson, 21st March—Kutchinotes 15th March, Coal—Doddwell & Co.

MACHVEN, German str., 995, Rad, G. Zollner, 6th March—Bangkok 29th March, Rice—Butterfield & Swire.

MAUSANG, British str., 1,444, R. Houghton, 6th April—Saigon 1st April, Timber and General—Jardine, Matheson & Co.

MERIONETHUS HEE, British str., 1,950, C. H. Birch, 4th April—London 9th Feb., General—Shewan, Tomes & Co.

MICHAEL JERREN, Ger. str., 951, H. Bendixen, 8th April—Hobart 7th April, General and Rice—Jardine & Co.

MONTEAGLE, American str., 4,750, R. H. Hathaway, 7th April—San Francisco 8th March, General—P. M. S. S. Co.

NORSEMAN, British yacht, 168, A. S. Gibb, 19th March—Manila 15th March.

PHANANG, German str., 1,021, F. v. Maugelsoff, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.

PHU-YEN, French str., 1,245, Huissac, 21st March—Saigon 19th March, Rice—Bradley & Co.

QUINTA, German str., 967, T. Trahm, 8th April—Soerabaya 28th March. Sugar—Order.

RAJAHURI, German str., 1,240, O. North, 8th April—Bangkok 31st March, Rice and Timber—Butterfield & Swire.

SANDYKARI, German str., 1,048, G. W. Adig, 4th April—Kobe 1st April, Coal—Malakara & Co.

SUI SHUN, British str., 1,778, T. A. Mitchell, 8th April—Moji 30th March, Coal—Mitsui Bussan Kaisha.

SUEVIA, German str., 2,662, Selmer, 9th April—Shanghai 6th April, General—Hamburg Amerika Linie.

TAISHAN, British str., 1,174, J. T. Laing, 21th March—Saigon 19th March, Rice—Bradley & Co.

TATSU MARU, Japanese str., 1,918, N. Yausgi, 5th April—Kobe and Japan 28th March, General—Chinese.

UPADI, British str., 3,383, Stewart, 7th April—Rangoon 4th April, General.

ULV, Norwegian str., 883, J. Pederson, 3rd April—Saigon 30th March, Rice—Arnhold, Karberg & Co.

VICTORIA, Swedish str., 989, Hellberg, 4th April—Saigon 29th March, Rice—Arnhold, Karberg & Co.

WARREN, British str., 1,170, Richard, 5th April—Saigon 31st March, Rice—Jardine Matheson & Co.

ZAFIRO, British str., 1,643, A. Fraser, 8th April—Manila 6th April, General—Shewan Tomes & Co.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1884, TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF THE TUNG CHI TO THE 30TH YEAR OF KWANG SUI.

PRICE 25 CASH.

On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free of cost) part of the World unrepresented by Agents on receipt of Money order.

POST OFFICE NOTICES.

The *Solo*, with the French mail of the 15th March left Singapore on Monday, the 11th instant, at 5 p.m., and may be expected here on about Monday, the 15th instant. This packet brings replies to letters despatched from Hongkong on the 9th February.

FOR	PER	DATE
Singapore, Penang and Bombay	Capit	Thursday, 11th, 11.00 A.M.
Macao	Sui Tai	Thursday, 11th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday		
Island, Cooktown, Cairns, Townsville		
Brisbane, Sydney, Hobart, Launceston,		
New Zealand, Melbourne, Adelaide, and		
Perth, Fremantle		
Wellington and Tientsin	Hutchins	Thursday, 11th, 2.00 P.M.
Amoy	Upada	Thursday, 11th, 2.00 P.M.
Bangkok and Singapore	Breconshire	Thursday, 11th, 2.00 P.M.
Printed Matter and Sam-		
ples		2.00 P.M.
Registration		2.00 P.M.
(Registration, with late		
fee of 10 cents up to		
2.45 P.M.)		
Registration, Kowloon		
B.O.		2.00 P.M.
No late fee.		
Letters		3.00 P.M.
Swatow, Singapore and Bangkok	Machew	Thursday, 11th, 5.00 P.M.
Yokohama and Kobe	Changtu	Thursday, 11th, 5.00 P.M.
Bangkok	Wachung	Thursday, 11th, 5.00 P.M.
Hongkong	Hawo	Friday, 12th, 3.00 A.M.
Shanghai	Kinowang	Friday, 12th, 11.00 A.M.
Macao	Sui Tai	Friday, 12th, 1.15 P.M.

THE BEST THE BREWERS BREW

WHEELER'S GUINNESS' STOUT

SAME AS SUPPLIED TO HIS MAJESTY THE KING.

PER CASE OF 8 DOZ. PINTS - \$21.00

PER DOZEN - \$2.75

SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 29th March, 1907.

TO-DAY.

Extraordinary General Meeting, Hongkong Land Investment & Agency Co., Ltd., Co. Office, 11 a.m.
Extraordinary General Meeting, Hongkong Land Reclamation Co., Ltd., 11.15 a.m.
Zig Zag Variety Entertainment, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

April 10th.

On LONDON.—	Telegraphic Transfer	214
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